



West-East GO!

Transportation Improvements

UDOT has a coordinated strategy involving several innovative projects that will reduce traffic congestion on west-east routes in and around the City of Taylorsville, especially during rush hours.

Redwood Intersection Improvements

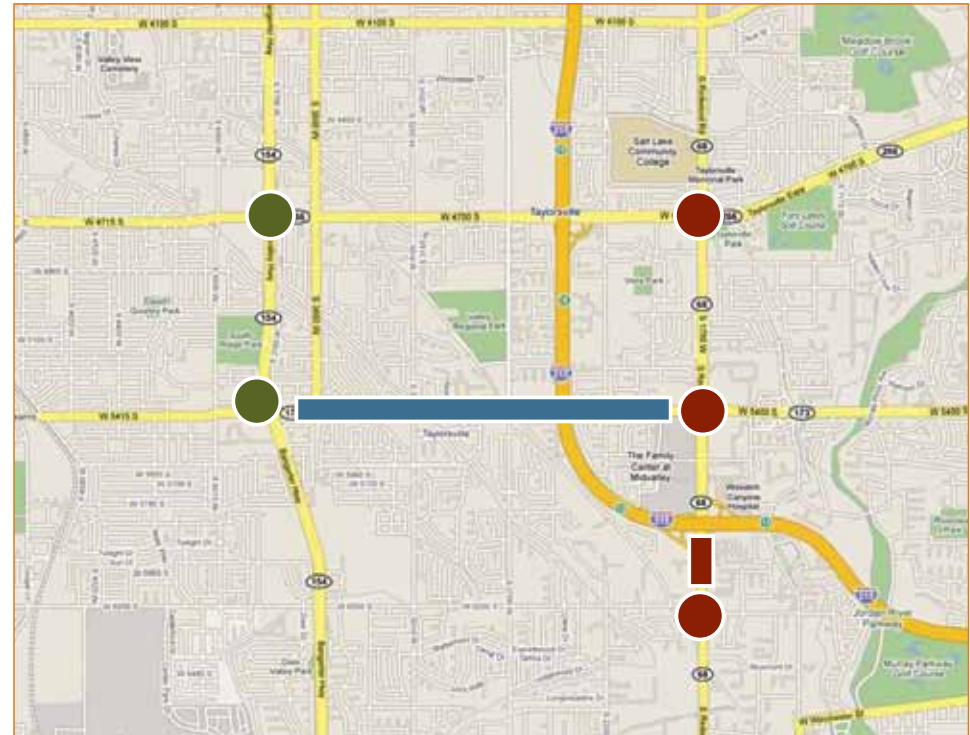
@ 4700 South, 5400 South and 6200 South

5400 South Improvement Project

Redwood Road to Bangerter Highway

Bangerter Highway Intersection Improvements

@ 4700 South and 5400 South





Why Improvements Are Needed

The Salt Lake Valley has experienced a tremendous amount of residential and commercial development in the last decade resulting in high levels of traffic congestion on many west-east routes. Some of this congestion can be attributed to delay at the intersections, and some to lack of capacity.

Average daily traffic on 5400 South
(number of vehicles):

1999: 38,500

2009: 46,000

2030: 68,000

Utah legislators have allocated money for congestion-relief projects based on information collected during the recent East West Transportation Planning Study. As part of the solution UDOT proposes implementing:

- **Flex Lanes**

on 5400 South between Redwood Road and Bangerter Highway

- **Continuous Flow Intersections**

on Bangerter Highway
at 4700 South and 5400 South

Current Traffic Flow on 5400 South

There are significantly more cars traveling eastbound in the morning and westbound in the evening. It takes about 14 minutes to travel west on 5400 South versus six minutes to travel east during the evening commute.





Continuous Flow Intersections (CFI)

CFI Concepts on Bangerter Highway at 4700 South and 5400 South

Following the success and proven effectiveness of Utah's first Continuous Flow Intersection at 3500 South and Bangerter Highway, UDOT will install new CFIs on Bangerter Highway at 4700 South and 5400 South.

CFIs provide more green-light time by allowing motorists to turn left at the same time as through traffic. These new CFIs will improve west-east traffic flow now and in the future.

4700 South CFI



5400 South CFI





What Are Flex Lanes?

Flex Lanes, such as reversible lanes, are used on roadways with traffic congestion primarily in one direction during peak travel times. Many corridors and freeways throughout the world successfully utilize reversible lanes to reduce commute times and traffic congestion.

Some examples in the West are:

- **Arizona**
- **California**
- **Calgary**
- **Vancouver**

BENEFITS:

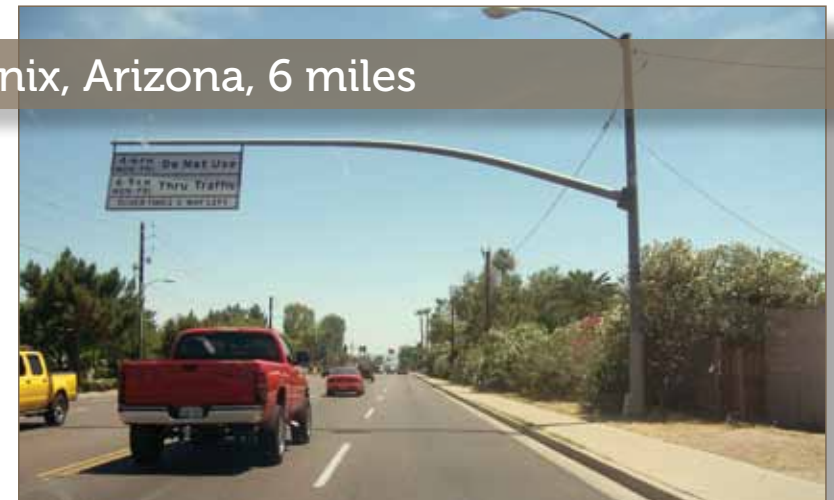
- **Improve travel time and reduce congestion**
- **Increase roadway capacity and lifespan**
- **Cost efficient use of existing infrastructure**

The increasing traffic volume, strong directional split and long commutes make 5400 South an ideal candidate for Flex Lanes.

Stanley Park — Vancouver, B.C., 2 miles

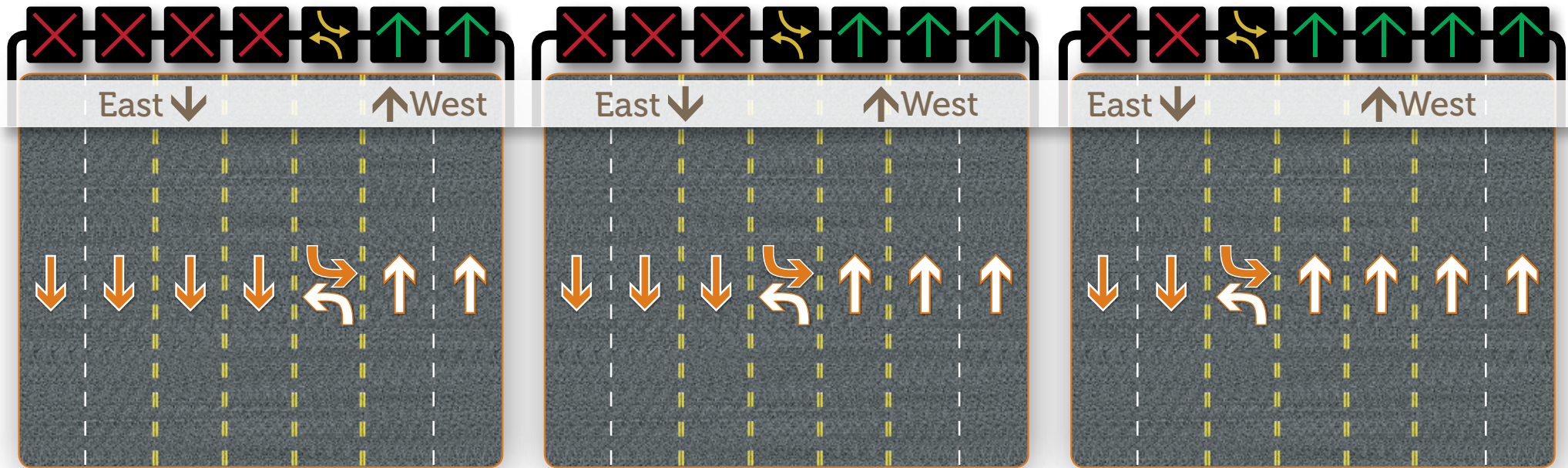


Phoenix, Arizona, 6 miles





Flex Lane Scenario for 5400 South



A.M. PEAK:

- 4 lanes eastbound
- 1 center turn lane
- 2 lanes westbound
- Left turns only allowed onto 5400 S. from signalized intersections

OFF-PEAK:

- Lanes will operate the same as today
- Left turns are not restricted

P.M. PEAK:

- 4 lanes westbound
- 1 center turn lane
- 2 lanes eastbound
- Left turns only allowed onto 5400 S. from signalized intersections

All graphics demonstrate traffic flow from a westbound perspective.



5400 South from an eastbound perspective



Flex Lane Facts

Mobility

- Increased west-east traffic flow during peak hours.
- Lane configurations can be adapted to changing traffic needs.
- Will accommodate future traffic demand and be compatible with planned projects.

Left Turns

- Left turns from 5400 South maintained at all hours.
- Center turn lane provides a buffer between opposing traffic lanes.
- Left turns from local streets or driveways will be permitted only during off-peak hours.

Cost

- Takes advantage of under-utilized asphalt and roadway width.
- Significantly lower cost than widening.
- User savings of approximately \$2.4 million per year expected by 2030.



A.M. PEAK — eastbound view from 3200 West



OFF-PEAK — eastbound view from 3200 West



P.M. PEAK — eastbound view from 3200 West



What You Told Us (Survey Findings)

Taylorsville Traffic

65% of residents say traffic congestion in the Taylorsville area is bad or very bad.

72% of residents say congestion is worse on east-west routes.

5400 South

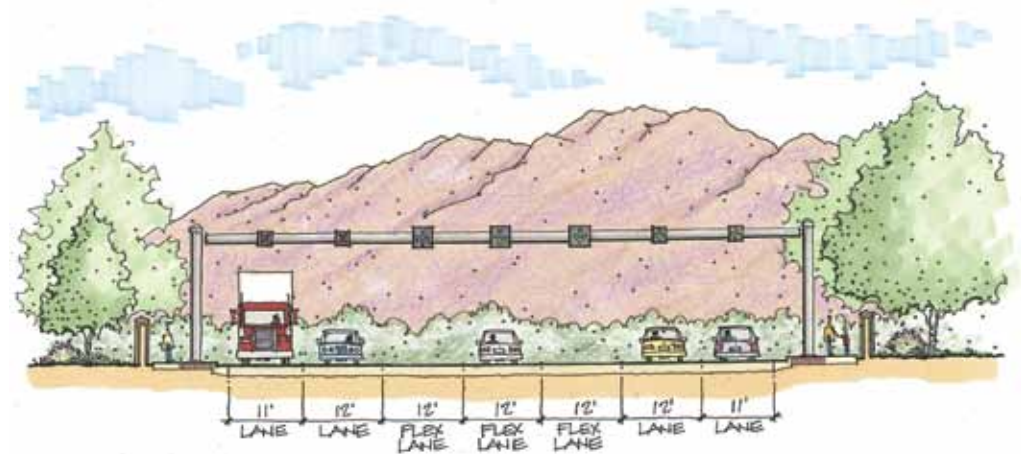
82% of residents say there is major traffic congestion on 5400 South during rush hour.

But . . .

Only 11% say there is major traffic congestion on 5400 South during NON-rush hour times of day.

64% of residents say that the Redwood Road to Bangerter segment is the most congested section of 5400 South.

76% think an additional lane will reduce congestion during peak commute times.



CFIs

66% have had a positive impression of the new CFI at 3500 South and Bangerter.



Project Schedule

MAY - OCTOBER 2009

State Funded Environmental Study

- Study improvement concepts
- Complete environmental documentation
- Gather public comments

AUG.-NOV. 2009

Project Design

- Determine roadway sign messages and placement
- Determine roadway striping and operation procedures
- Determine how much Bangerter Highway intersections will be widened
- Gather public comments

JUNE 2009 - FEBRUARY 2010

Public Education and Outreach

SPRING 2010 - FALL 2010

Construction

- Install roadway signs
- Re-stripe 5400 South
- Public information
- Reconstruct Bangerter Highway intersections at 4700 South and 5400 South

2009

2010

may june july aug. sept. oct. nov. dec. jan. feb. march april may june july aug. sept. oct. nov.